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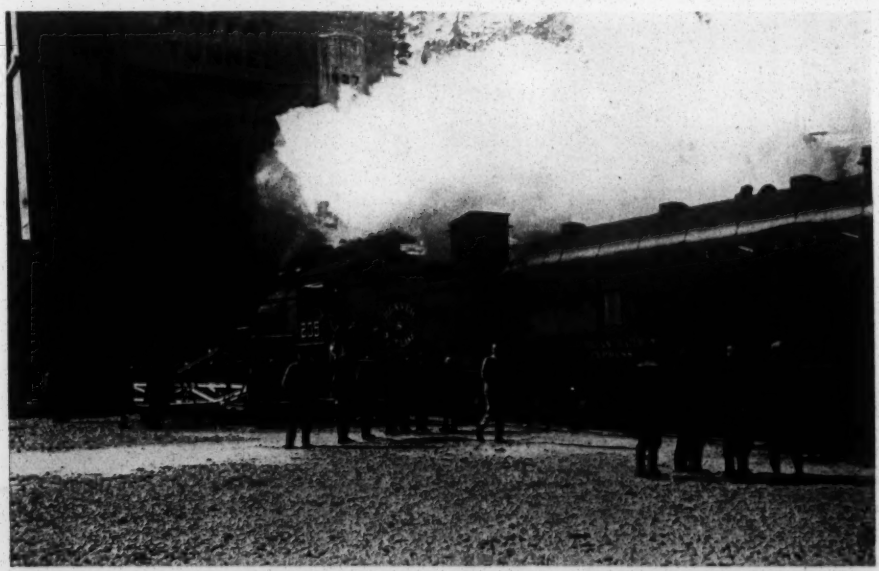

Photograph by Eugene Hutchinson.

A VITAL LINK IN THE NEW CHICAGO-CALIFORNIA LINE

The Moffat Tunnel, an $18,000,000 bore over 6 miles long, cuts through the backbone of the Rocky Mountain wall which once deflected, far to the north or to the south, all through traffic from Denver to the West. It saves a 2,400-foot climb (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Gdynia, Poland's Thriving New Door to the Sea

IN THE ship news columns of newspapers published in important American seaports the name "Gdynia" now appears frequently as the destination of vessels sailing with cargoes of many kinds. Those who learned their geography before 1920 may well ask: "Where and what is Gdynia?"

Gdynia is Poland's new door to the sea—a "Jack's Beanstalk" city through which much of Poland's commerce has been diverted from the nearby Free City of Danzig. A recent trade report shows that Gdynia had 22 per cent more foreign trade than Danzig for the period January-October, 1933.

In the early years of the nineteen-twenties, Gdynia's site was a bleak region of sand dunes flecked with a few shabby fishermen's huts and isolated from the commercial and industrial region of Europe.

Now City of 50,000 Inhabitants

Then little thought was given the sandy shore as a harbor site. When the Allied Powers aided Poland in securing an outlet to the sea—the so-called Polish Corridor to the Baltic—engineers were put to work to plan a new port; and to-day travelers are astounded that, in so brief a time, a huge, modern world port has risen on the former barren wastes.

There is no trace of the fishermen's huts at Gdynia. In their places rise fine residences that house the city's more than 50,000 inhabitants, and public buildings, banks, hotels, theaters, hospitals, office buildings and parks that flank broad, bustling boulevards and inviting promenades.

Along with Gdynia's development, steel rails began to spread inland and shipping men were drawn to its harbor. Now one can step on a train at the railroad station bound for almost any of the capitals and commercial centers of Central Europe and Eastern Russia; or one may buy tickets for passage on ships that will deliver him, bag and baggage, at any one of approximately 120 American, European, or oriental ports. Thirty-eight regular shipping lines call at Gdynia. The most recent line to make it a port of call links it with Far Eastern ports, including those of China and Japan.

Made a Free Port To Draw Commerce

Many shippers in rich agricultural and industrial regions of an area as large as France, Italy and the British Isles combined, are using Gdynia as a doorway through which to send their wares. The Polish Government has established a free port (no tariffs or duties) to draw commerce toward the city.

The harbor is entered directly from the Baltic Sea. There are no rocks or other obstacles to navigation. The harbor bottom is firm and requires little dredging. The Baltic Sea is practically tideless at this point; winds are light and waves are seldom high.

A view of the waterfront of the city from the rail of an approaching steamer startles the stranger who knows its brief history. There are miles upon miles of modern docks, mostly of concrete, equipped with a forest of cranes which rapidly load and unload cargoes of every description.

In the same panorama rise huge warehouses with thousands of square feet of floor space for commodities awaiting shipment inland or to other ports. Then there is the port's refrigerating plant, the second largest in the world, that can accom-

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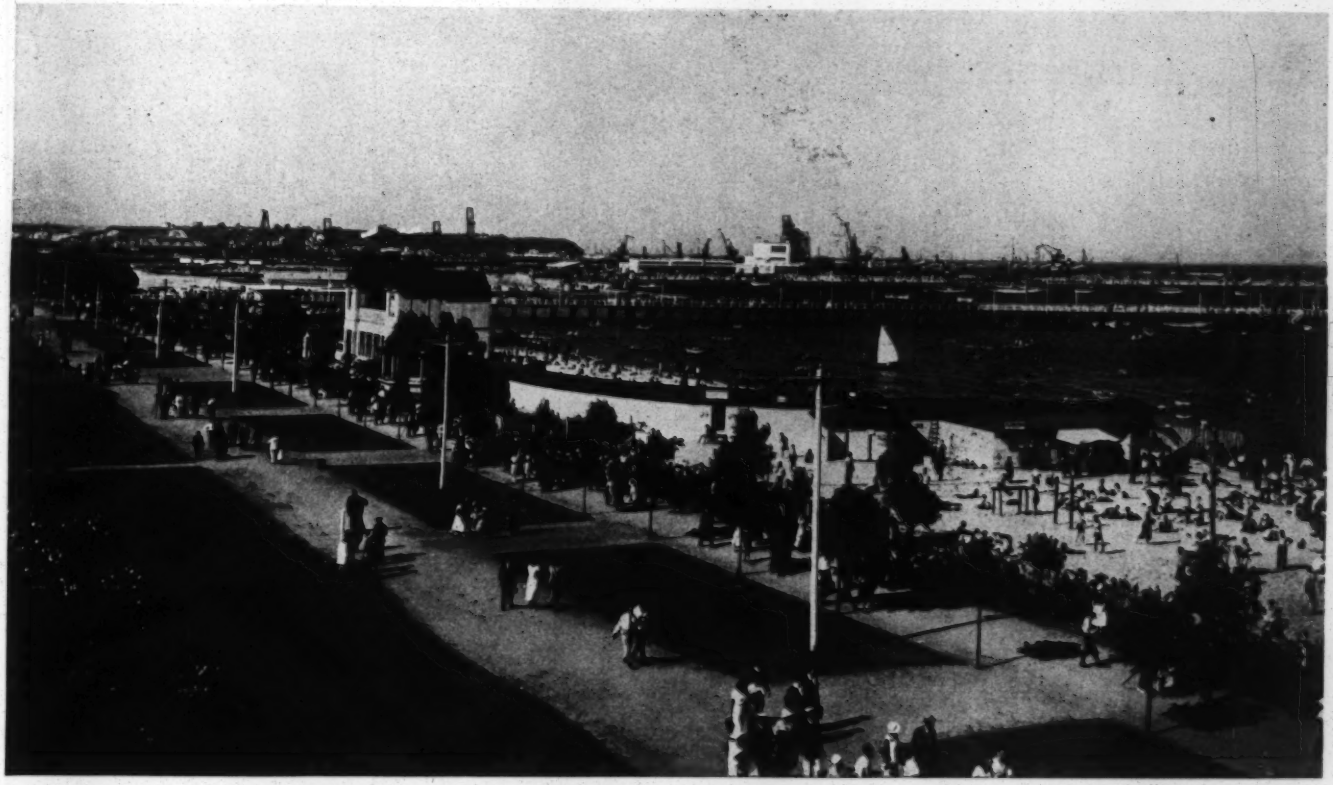

Photograph by Henryk Poddebski

GDYNIA IS BOTH THE NEW YORK AND THE ATLANTIC CITY OF POLAND

Only a few years ago this splendid Baltic Sea port and pleasure resort was a lonely stretch of wind-swept sand where a few Kashube fishermen dried their nets and stored them in upended boat-halves. To-day it is one of Europe's busiest shipping centers, as well as a recreation place that draws holiday crowds from distant inland cities of Poland and Germany (See Bulletin No. 1).

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What Do They Use for Money in China?

UNCLE SAM has sent a money expert to China to learn a few secrets about silver coinage from the people that were perhaps the first to use metal "tokens" and paper money. The visit of the United States specialist calls attention to the amazing variety of currency in this largest "silver standard" nation.

Recently China added to its maze of monetary standards a new silver Yuan, which was substituted for the Haikwan tael, a non-existent coin used as the standard in the payment of customs duties.

The Haikwan tael, meaning "Customs duty" tael, was in theory fixed at 37.797 grams of silver and was paid in local currencies at the exchange rate of the moment. Exchange rates for foreign currencies were fixed each month by the Customs authorities. The new silver yuan represents a value somewhat less than 65 per cent of the Haikwan tael, but on par with the Yuan Shih-kai dollar, commonly called the yuan, which has been in circulation for nearly twenty years.

Early Money Shaped Like Clothes and Weapons

China was one of the earliest countries to employ the "token" idea in the exchange of metal coins, their money having preceded that of Greece and Rome by probably 2,000 years. In those early years they tried to shape their money to indicate the classes of articles that could be purchased with it.

Some pieces designed in the shape of a body represented "dress" money and could be used for buying clothing. Another piece was shaped something like a modern razor and was used for purchasing knives, weapons, and similar articles. A third coin was like a spade and served to buy farming implements (see illustration, next page).

Brass "cash" (round coins with a square hole in the center) have been found dating as far back as 1115 to 1079 B. C. These cash are still used in interior China for small purchases. One would have to carry 10 or 15 pounds of them, however, to buy an article valued at a dollar gold.

The first known paper currency, too, was that of China, a specimen of which is in the Zerbe collection in the United States. It dates from the Ming dynasty, in the days of Emperor Tai Tsu, who reigned about five and a half centuries ago. Marco Polo also found the people of Cathay making bank notes of mulberry bark.

Saucer-shaped pieces of silver, also known as "shoe" money or "Sycee," were another of China's many forms of coins. In North China cheese served as a medium of exchange until about a century ago; and in Mongolia and on the borders of Tibet brick tea and salt have long been used in financial transactions. In some interior regions, lump silver is the only welcome form of cash payment.

Many "Dollars" in Use

Existing in China to-day are some 16 different kinds of taels with slight variations in silver content. The word "tael" (signifying a certain weight), incidentally, is not a Chinese word, but is derived from the Malayan word "tahil" or the Indian word "tola," the Chinese word being "liang." In addition to these standards, there are four kinds of dollars in use, besides the paper currency.

Travel through the Chinese Republic and you will have a startling lesson in money exchange. The yuan, of course, is the dollar in most common circulation. Some of these coins bear the effigy of Yuan Shih-kai and others of Sun Yat-sen, and Republican symbols. But there are also the British and Hong Kong dollar and the Mexican dollar. The actual Mexican dollar, which in popular foreign parlance has given its name to Chinese silver coins, is rarely found, although some of them are still in circulation.

Bank notes of one city cannot be spent in another locality, and have to be exchanged at the current rates between the different standard values set up. Start to pay a rikisha, automobile, or boat hire and you soon learn that there is "big" money and "little" money. Ten- and 20-cent coins were minted as token coins, but the government failed to provide for their redemption, so they circulate at their real worth.

In exchange for a silver dollar of "big" money one usually receives about six 20-cent pieces or 11 dimes and about 14 coppers, depending upon the supply and demand, and on the price of copper. The coppers, too, while stamped by the mint as one-hundredth of a dollar, are worth only their weight as copper metal.

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modate a whole train of cars at a time; a huge rice husking plant, an oil mill, a 3,000-ton floating dock, and modern coal trans-shipment equipment. The latter has a capacity of 450 tons per hour.

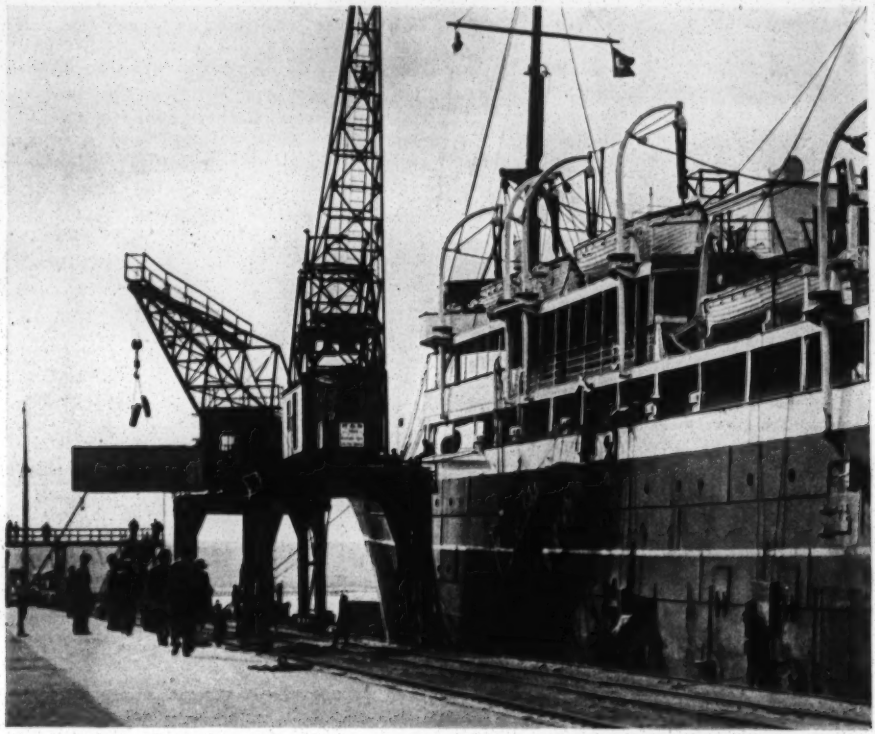
Some idea of the port's growth may be found in Gdynia's commercial statistics. In 1924, 24 ships (an average of only two a month), with a combined tonnage of 14,000, entered the port. Not many cities would thrive on that record, but Gdynia took it as a signal for a boom. People from nearly all the countries of Europe began to filter into its boundaries; new ship lines sought it and railroads and highways threaded through strange lands toward it.

In 1930, 2,200 ships with tonnage of 2,000,000 sailed in and out of the harbor, and, last year, 7,200 ships with a tonnage of 5,670,000, and representing 23 countries, docked there.

Any day a panorama of the harbor might include ships flying the flags from fifteen or more nations, and the Stars and Stripes is frequently among them.

Note: Other helpful Polish references, and many photographs of Polish life, industries and costumes will be found in: "Poland of the Present," *National Geographic Magazine*, March, 1933; "Poland, Land of the White Eagle," April, 1932; "Struggling Poland," August, 1926; "Looking Down on Europe," March, 1925; "Devastated Poland," May, 1917; and "Partitioned Poland," January, 1915.

Bulletin No. 1, April 23, 1934.



Photograph from Wide World

"DETROIT TO GDYNIA" READ THE TAG ON THIS AMERICAN MOTOR CAR

Modern cranes unloading a crated automobile at Poland's new port. Around the deep-water basins at Gdynia are many wharves whose names suggest the reach of Poland's sea trade. There are Norwegian, Polish, French, Belgian, Dutch, Spanish, Swedish, and English wharves, and one, best equipped with railway tracks, was named for a former President of the United States, the "Woodrow Wilson Wharf."

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Iceland Also a Land of Fire

VOLCANIC eruptions of unusual violence in southeastern Iceland again direct attention to an age-old "error" in naming the big island between Greenland and Europe. Iceland might better have been called "Fireland," because the forces of Vulcan have played a larger part in its destiny than has ice or snow. Iceland to-day is a region of little ice but unlimited natural "steam heat" which issues from scores of hot springs and volcanoes.

To the traveler Iceland's best foot is forward. Its most pleasant aspect is its green fringe of sea coast.

Inland Iceland is not a pretty country, although its scenery might be said to possess a weird, magnificent beauty coupled with desolation. Iceland is not the frozen waste that distant popular fancy would make it, but it has fared badly at the hands of another of Nature's great forces—fire.

Island Created by Volcanic Action

The entire island is actively volcanic, and in the interior, on every hand, are the evidences of great fiery outbursts of the past. To tourists it presents none of those scenes which have made other lands popular—no forests, no rich meadows, no pleasant farms with beautiful gardens.

Ages ago Iceland was thrown up from the ocean by volcanic action. In historic times the eruptions of its great volcanoes have been accompanied by tremendous earthquakes and have wrought great destruction to life and property. Earthquakes are inescapable in a volcanic region, and Iceland has had its full share of these devastating tremors.

The shocks of 1896, while destructive in the main, had at least one by-product that might be classed as constructive. They breathed new life into the world-famous Great Geysir, the spouting hot spring from which we have acquired the name "geyser," which, if not entirely dead, had at least become a rather indifferent performer. It was suddenly rejuvenated, and all the smaller geysers in the vicinity spouted simultaneously. Several new ones were also formed.

One traveler describes the land in the immediate vicinity of Geysir as being infested with many tumors and boils, for in a hundred places are seen the bare spots and mounds of wet clay or siliceous rock, where the hot springs bubble up either crystal clear or gray and heavy with mud.

Steam in Almost Every Valley

Hot springs are not, however, confined to the vicinity of Geysir; they are found throughout Iceland, and in almost every valley are seen clouds of white steam.

These fuming springs have had a marked effect on the town names of the land. Reykjavik, the capital, means "Smoking Harbor;" Reykjanes, "Smoking Point." Reykholt, the home of the historian Snorre Sturlusson, means "Smoking Hill." On every side is found that Reyk, meaning "smoke."

Owing to the absence of good roads in the island kingdom, the mail service is hardly calculated to keep one freshly in touch with the world and its affairs. Once a month a postal caravan traverses a fixed route, leaving the letters at a few designated farms, from which the rest of the inhabitants must do their own collecting.

No wonder the Icelandic farmer, leading such an isolated life, is glad to re-

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Once Equal to American Dollar

Some years ago, when the Chinese dollar was about par with the United States dollar, an American usually took the trouble to find out the difference between big and little money. Recently, however, when it fell to one-fourth or one-fifth that value, few worried but handed out a handful of coppers or a few more dimes, because after all it wouldn't mean more than a few cents of real money. So why bother?

Much of the big and little money difficulties are now being avoided by the issuance of paper notes based on fractions of the local standard dollars. Foreign banks issue paper currency, backed by reserves, for the localities in which they operate.

In addition to the national Chinese banks, private banks and local authorities are almost unrestricted in their note issues. It is not unusual to hand out a bill similar to one you used the day before and find that it has suddenly become worthless; the bank that issued it has closed its doors!

Military governors with access to printing presses sometimes issue their own notes for use in the territories under their control. With these the value varies in relation to the authority that the generals happen to exercise at the moment.

In the last analysis, there is really only one sure way to learn Chinese currency or to be certain of a definite profit in the maze of exchange—become a side-street money-changer!

Note: Students interested in foreign exchange, old coins, and primitive banking methods in remote sections of the world should also consult: "Afghanistan Makes Haste Slowly," *National Geographic Magazine*, December, 1933; "Pieces of Silver," September, 1933; "Men and Gold," April, 1933; "Europe's Newest Kingdom," February, 1931; "This Giant That Is New York," November, 1930; "Jugoslavia—Ten Years After," September, 1930; "Bethlehem and the Christmas Story," December, 1929; "Two Fighting Tribes of the Suden," October, 1929; "The Geography of Money," December, 1927; "Skirting the Shores of Sunrise," December, 1926; and "Cairo to Cape Town, Overland," February, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Gold Plays Major Role in Finance and Industry," week of May 8, 1933; also "Silver, Metal of the Hour," week of January 22, 1934.

Bulletin No. 2, April 23, 1934.

© *Chase National Bank Collection of Moneys of the World*

ODD SILVER "MONEY" FROM MANY LANDS

Chinese money-changers and bankers must be prepared for almost any "token" of exchange. Upper right: Siamese coins; lower right, oriental ring money; center, fishhook coins of India and Persia; the porous bar is old Russian money; the big coin, like an ax-head, is early Chinese; and the bars (lower left) are coins of French Indo-China.

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It's Tulip Time in Holland

NO Oriental rug is as gorgeously colorful as the tulip fields of the Netherlands during the last two weeks of April and the first two weeks of May. Splashes of red, pink, and yellow work a miracle of beauty in the long, narrow plats between glistening canals.

But the Dutch grower of tulips makes no attempt at artistic arrangement. To him the gay flowers mean one thing—bulbs. The blossom is merely an indication of the health of the plant. In fact the flowers are soon mowed down ruthlessly and used as fertilizer on the beds.

The Dutch, however, are not wholly unappreciative of the robust beauty of this "made" flower of unknown origin which took medieval Europe by storm, and which to-day is one of the important agricultural crops and sources of income of the Netherlands.

When the Tulip Is King in Haarlem

The second Sunday in April is usually Tulip Sunday at Haarlem, and on that day the tulip is king. For miles the fields of bright bloom smile under golden sunlight. To the air traveler the country must look like a gaudy patchwork quilt; for there is no mingling of colors in a bed, a separate plat being devoted to each hue (see illustration, next page).

More has been written about the tulip mania in Holland than its importance warrants; but it is interesting because it originated at a time when the Dutch Government was engaged in naval expeditions to acquire territory, and taxes were so high as to be almost unendurable. That the sober Dutch would lose their heads over a flower at such a time speaks highly of the fascination of the tulip.

Staid burghers abandoned their ordinary business to engage in the tulip trade, and a period of gambling began that could not result in anything but financial ruin for the participants. The mania started in France in 1635 and quickly shifted to The Netherlands.

Once the gambling was under way, the plants about which it swirled became mere symbols. All trade was for tulips "in the onion." Buyers would contract for "futures," risking enormous sums on the expected products of beds newly planted.

A Bulb That Sold for $1,600!

A bulb of the "Admiral Liefkens" sold for more than 4,000 florins—the equivalent probably on current exchange of nearly $1,600! The "Semper Augustus," which had not increased rapidly since its introduction in 1623, was exceedingly scarce, and a single plant brought 5,500 florins, worth at the time about 370 pounds sterling.

Queer bargains were made, an example that seems particularly ridiculous being the exchange of one bulb for a load of grain, four fat oxen, twelve sheep, five pigs, two barrels of butter, 1,000 pounds of cheese, four barrels of beer, two hogsheads of wine, a bedstead with its furnishings, a suit of clothes, and a beautiful silver drinking cup!

At the beginning of the mania the buyers were real tulip fanciers who coveted the flowers, but these soon were shouldered out of the bidding by professional

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ceive the stranger, shelter him, and ask him questions!. There is a curious custom throughout Iceland of calling the living-room, which is also the sleeping-room for the whole family, the "bathroom." This is said to have come about in the following way:

According to the sagas, the island was once full of forests, which furnished ample fuel for the comfort-loving Vikings. They loved their hot baths, and in each home the favorite room was the one which contained the sunken tub. Stones were heated in bonfires and thrown into the water to bring it to the right temperature.

However, as the forests disappeared, and with them the fuel, the hot baths disappeared also; but the room kept its name. Although changed to a general living-room, it is still called the "bathroom."

A saving of fuel is now being effected to some extent by the use of the heat that Nature furnishes so lavishly in the form of hot springs.

Another possible remedy for Iceland's fuel scarcity is hydroelectric power. Some of the towns already have municipally owned power plants which utilize waterfalls, and some progressive farmers have small plants of their own.

See also "First Airship Flight Around the World," *National Geographic Magazine*, June, 1930; "The Island of the Sagas" and "Walking Tour Across Iceland," April, 1928; and "Sailing the Seven Seas in the Interest of Science," December, 1922.

Bulletin No. 3, April 23, 1934.

© *Isobel Wylie Hutchison*

WASHING CLOTHES IN GEYSER WATER

Progressive Icelandic farmers now pipe boiling water from hot springs to their homes for heating, washing and cooking purposes. An outdoor laundry near Reykjavik.

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Denver Soon To Be on Main Line to California

ANOTHER railroad route to California will be opened in June when the Burlington, the Denver and Salt Lake, the Denver and Rio Grande Western, and the Western Pacific railroads join in a new through service by way of the famous Moffat Tunnel and the Dotsero Cut-off. The latter, being completed with RFC funds, will reduce the present Rio Grande route from Denver to Salt Lake City by 176 miles.

Perhaps the most unusual aspect of this new transcontinental artery is that Denver, the metropolis of the Rockies, will for the first time be placed on the main line of a direct run from Chicago to California.

Most Remote Large City

"When you enter Denver you come to the urban hub of nearly one-fifth of the United States. A State capital, a great Western city, a gateway to the mountains—all these Denver is and more," writes McFall Kerbey in a communication to the National Geographic Society.

"Spokes of influence extend from it into the entire Rocky Mountain area, and into large regions of the adjoining plains States as well, making it the financial, commercial, and industrial center of a vast area. No other city in the United States with a quarter-million population is so far removed—500 miles or more—from all other big cities.

"Naturally, the people of this great region turn to Denver, whether for business or pleasure, for a commercial fight or a recreational frolic. It's a habit of long standing. The miners started it when they came every so often to the rough little town that was Denver in the sixties, to spend some of their gold for supplies and the rest in more or less riotous living.

"Later, when great riches were made in gold and silver and cattle, the fortunate ones moved to Denver and built the mansions and hotels and business blocks that started the solid structure of the city. Globe-trotters, adventurers, and capitalists flocked to Denver in the seventies and eighties. Many "younger sons" of the British nobility and several Britons with well-known titles made the city their headquarters for extensive cattle operations, and gave glittering parties at the old Windsor Hotel and the American House, that have not faded from Denver's memory.

Great Cattle Market To-day

"Before its irrigation empire was even dreamed of and while its mineral kingdom was still undeveloped, Denver's location was of little value; but young Denver, despite surveys, clung stubbornly to the belief that in some way the transcontinental railway, when it came, could be pushed through the mountains west of the city. When, instead, the lines of steel were extended through Cheyenne, a hundred miles to the north, Denverites put aside their disappointment and quickly raised the capital to build a connecting line to the new rail highway.

"This contact with eastern settlements established, and with the steady growth of mining in the mountains, Denver drew to herself in a few years direct lines of railroad from the East. Now these highways of steel radiate north and south and east from Denver like the ribs of a fan. A result of this railway convergence on Denver has been to make the city one of the country's leading livestock markets.

"While the transcontinental railways went their busy ways north and south of Denver, the city never lost its dream of a line straight west through the mountains.

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market operators who bought in lots and held for a rise. One successful broker made 60,000 florins profit in four months.

The Great "Tulip Depression"

On April 27, 1636, a proclamation of the States of Holland put an end to the wild speculation by rendering invalid all contracts in connection with tulips. Confusion resulted. Bulbs which had been bought for more than 5,000 florins were sold for 50. In the wholesale liquidation many traders were ruined. The bottom fell out of the market, and holdings were disposed of at 1 per cent to 5 per cent of their cost.

Some difficulty arose a few years ago over importation of Holland bulbs to the United States, and as a result many of the leading Dutch companies have established bulb fields in the Puget Sound country of Washington. So successful has the experiment proved that the country about Bellingham is known as the "Holland of America." The bulb plants are a thrifty crop also in the famous Puyallup Valley, near Tacoma.

Note: For additional references and beautiful natural-color photographs of Dutch tulip fields in bloom, see: "A New Country Awaits Discovery" also "Odd Pages from the Annals of the Tulip," *National Geographic Magazine*, September, 1933; "Washington, the Evergreen State," February, 1933; "A Vacation in Holland," September, 1929; "Singing Towers of Holland and Belgium," March, 1925; "Holland's War with the Sea," March, 1923; "The Battle-Line of Languages in Western Europe," February, 1923; and "The Races of Europe," December, 1918.

Bulletin No. 4, April 23, 1934.

Photograph by Royal Dutch Air Service

TULIP BEDS, IN ORDERLY ROWS, BRIGHTEN THE DUTCH COUNTRYSIDE

In the bulb district near Haarlem sparkling canals run in and out of the fields, offering easy means of shipping the bulbs to market by barge and canal boat. In addition to tulips, this section of the Netherlands also raises thousands of hyacinths, crocuses, anemones, lilies and other flowers for export.

Greatest and most tireless of the dreamers was David H. Moffat, who visioned a six-mile tunnel through the Continental Divide under James Peak. He not only dreamed, but worked, and spent his fortune on the project. He did not live to see his plan realized, but on July 7, 1927, the Moffat Tunnel was holed through. Now a standard-gauge railway operates through it into Middle Park, opening up a new mountain realm to Denver. It is the extension of this line that, when finished in June, will place Denver on a through route to the Coast.

"You sense Denver's most astonishing physical achievement only when you let your imagination wander back seventy years. It is hard to believe that barely three-quarters of a century ago this great city, with its hundreds of miles of streets, lined now with fine towering shade trees, was raw treeless prairie.

"As the outlander drives about Denver he is struck by the beautiful lawns. There are no exceptions. Whether you view the grass plot of a humble cottage or the park of a near-palace, the lawns are perfect. They owe this perfection to the fact that Denver makes available to its citizens a generous supply of water.

"One way in which Denver plans to increase its water supply constitutes an engineering romance. When the Moffat Tunnel was dug, an eight-foot-square pilot tunnel was carried through the Continental Divide beside the large railway bore. Denver leased this small tunnel, and plans to bring through the towering mountain range hundreds of millions of gallons of water that now flow into the Pacific."

Note: Students interested in the Rocky Mountain region, and its peculiar geographic problems and resources, should also consult: "Pieces of Silver," *National Geographic Magazine*, September, 1933; "Men and Gold," April, 1933; "Colorado, A Barrier That Became a Goal," July, 1932; "Pirate Rivers and Their Prizes," July, 1926; "Western Views in the Land of the Best," April, 1923; "The Fight at the Timber-Line," August, 1922; "The Scenery of North America," April, 1922; "Scenes from America's Southwest," June, 1921; "The Origin of American State Names," August, 1920; and "A Mind's-Eye Map of America," June, 1920.

Bulletin No. 5, April 23, 1934.

Photograph courtesy the Colorado Association

DENVER HAS A UNIQUE LITERARY SHRINE

In this cottage, Eugene Field, the poet whose verses about "Calico Cat," "Little Boy Blue," "Pitty Pat and Tippie Toe" have delighted countless thousands of children, lived while writing for a Denver newspaper. The quaint little house was moved to Washington Park and now serves as a children's library, in which Field's complete works and other juvenile books are kept.